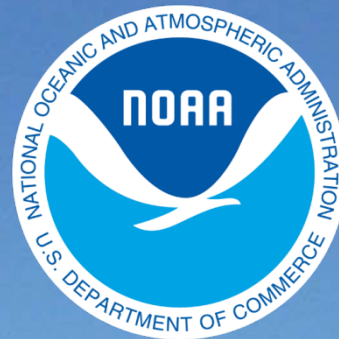


# BookletChart™



## ***Bahía de Guayanilla and Bahía de Tallaboa***

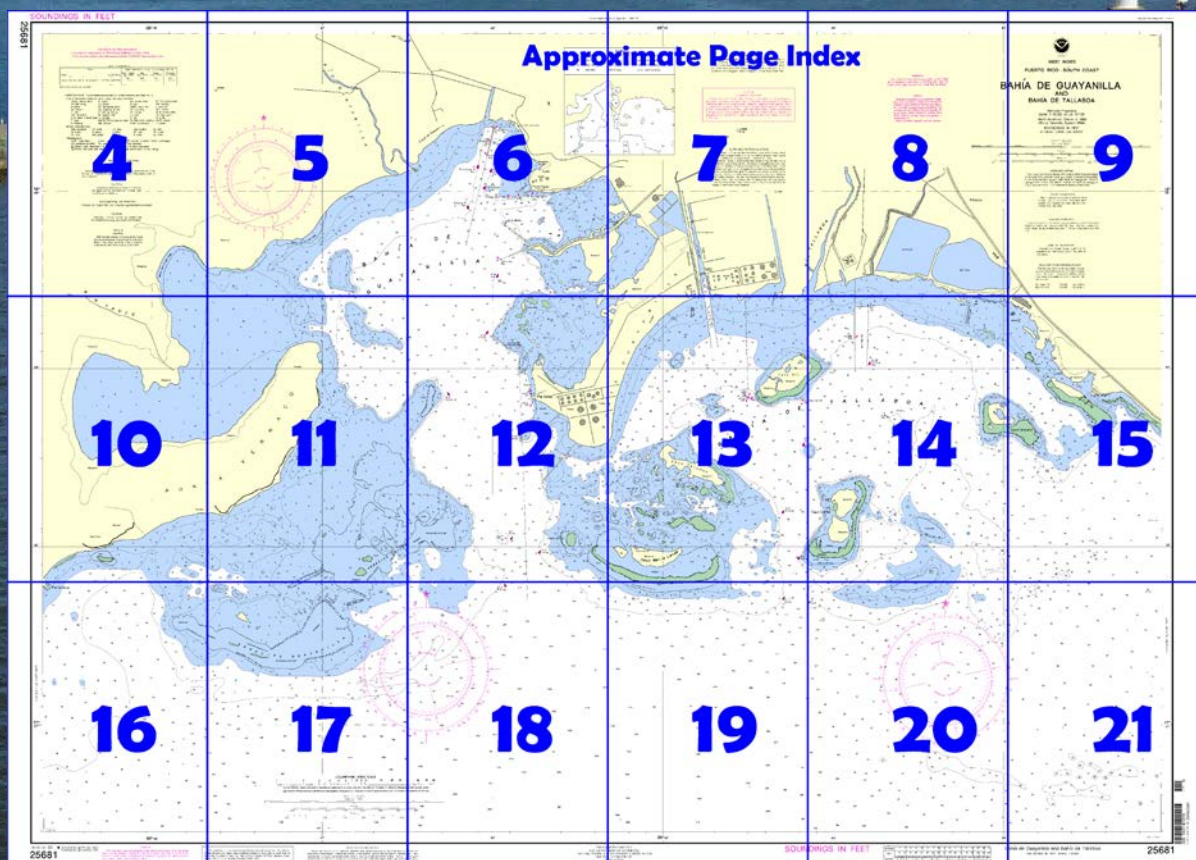
**NOAA Chart 25681**

***A reduced-scale NOAA nautical chart for small boaters***

***When possible, use the full-size NOAA chart for navigation.***



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the**  
**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

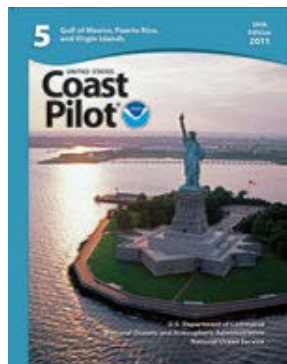
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=25681>.



### (Selected Excerpts from Coast Pilot)

**Bahia de Tallaboa**, 27 miles E of Cabo Rojo Light, is an open bay somewhat protected by islands and reefs.

**Channels.**— The principal entrance channel, marked by buoys, leads into Bahia de Tallaboa between **Cayo Caribe** on the E and **Cayo Maria Langa** and **Cayo Palomas** on the W. It is recommended that inbound vessels when abeam of Buoy 4, steer directly for Buoy 6 until Buoy 5 is abeam to the W. This avoids the danger of being set onto

the 15-foot bank W of the channel by strong prevailing E winds. Shoals and reefs with depths of 10 feet and less extend from the islands nearly

to the buoyed channel.

It is reported that depths of 32 feet or more can be taken to the offshore loading platform W of **Cayo Rio** and 37 feet can be taken to the oil pier NE of Cayo Rio. Private aids mark the best approach to each facility. Ponce Salt Industries maintain a small harbor in the NE part of Bahia de Tallaboa. A channel leading to a riprap salt unloading area is marked by a private **013°** unlighted range and by buoys. Depth in the channel is about 5 feet. The approach across the bay to the harbor is marked by a private **057°** unlighted range with a depth of about 29 feet to the point where the **013°** range is intersected. A mooring buoy, in about 13 feet of water, is just outside and to the E of the 5-foot channel leading to the inner harbor.

There are private piers and boathouses for yachts and small craft along the NE shore of Bahia de Tallaboa extending from 66°42.2'W., to 66°43.0'W. This area is mostly foul with unmarked coral heads and reefs. Small craft should not attempt passage without local knowledge.

**Anchorage.**—Holding ground in Bahia de Tallaboa, charted as sticky, is poor, and dragging should be expected in winds greater than 25 knots. Bahia de Guayanilla, 1.5 miles W, is a good hurricane anchorage.

**Bahia de Guayanilla**, 25 miles E of Cabo Rojo Light, is the largest hurricane harbor and one of the best in Puerto Rico. The reefs and islands to the SE break the sea but not the wind; some dragging can be expected. The harbor, between low and wooded **Punta Guayanilla** on the E and bluff-faced **Punta Verraco** on the W, is protected at its entrance by extensive reefs which extend 1 mile or more offshore. The E part of the bay is a continuation of the industrial complex at Bahia de Tallaboa; large vessels call here to deliver and load petroleum and bulk chemical products.

**Cerro Toro**, on the SW side of Punta Verraco, has a 100-foot hill with a bluff head at its W end and a gentle slope NE to the low part of Punta Verraco. There is a bright yellow spot in the bluffs on the SE side. A low break separates the hills from **Punta Ventana**, 0.4 mile to the SW. The hill and point usually show well.

**Anchorage.**—The usual anchorage is 0.5 to 1 mile NE of Punta Verraco in depths of 35 to 50 feet, although vessels can anchor any place in the bay according to draft. There is good holding bottom of thick mud. Small fishing boats anchor in the N end of the bay. A good hurricane anchorage for small craft drawing less than 10 feet can be had in the center of the cove about 1 mile **035°** from Punta Gotay. The approach channel to the cove is about 200 yards N of Cayo Mata, thence E between two jutting points of land; the channel is privately marked and maintained; local knowledge is required.

**Dangers.**—Cayo Maria Langa is surrounded by reefs on which the sea breaks. The 30-foot curve is 0.3 mile S and about 0.6 mile ESE from the island, descending abruptly to great depths.

**Arrecife Fanduco**, the SW end of the shoal that extends 0.6 mile S of Punta Guayanilla and 0.4 mile W of Cayo Maria Langa, is partly bare at low water, and the sea always breaks on it. A shoal with a depth of 13 feet extends 0.2 mile SSW from **Punta Gotay**, the W end of Punta Guayanilla.

**Pilotage, Bahia de Guayanilla.**—See Pilotage, Puerto Rico (indexed as such) early in this chapter. Vessels are usually boarded 2½ miles outside the entrance buoys for Bahia de Guayanilla and Bahia de Tallaboa. Pilots can be contacted on 2182 and 2738 kHz. At least 2 hours' advance notice of arrival should be given.

### U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC New Orleans

Commander  
8th CG District (504) 589-6225  
New Orleans, LA

# Table of Selected Chart Notes

Corrected through NM Dec. 17/11  
Corrected through LNM Dec. 6/11

## HEIGHTS

Heights in feet above Mean High Water.

**Mercator Projection**  
Scale 1:10,000 at Lat 17° 59'

**North American Datum of 1983**  
(World Geodetic System 1984)

**SOUNDINGS IN FEET**  
AT MEAN LOWER LOW WATER

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.

## CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

## AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

## RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

## NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

San Juan, PR	WXJ-69	162.400 MHz
Maricao, PR	WXJ-68	162.550 MHz

## NOTE B

### CAUTION

Mariners are warned not to navigate through the passage between Cayo Palomas and Cayo Maria Larga because of the many dangerous coral heads and reefs existing in this area.

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the Puerto Rico Datum must be corrected an average of 7.122" southward and 1.371" eastward to agree with this chart.

## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

## NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.

Refer to charted regulation section numbers.

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

## SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

## HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

## COLREGS, 80.738a (see note A)

International Regulations for Preventing Collisions at Sea, 1972.

The entire area of this chart falls seaward of the COLREGS Demarcation Line.

## CAUTION

### CHANGES in BUOYAGE

Mariners are advised that authorized aids to navigation are being changed to conform to maritime standards of the International Association of Lighthouse Authorities Maritime Buoyage System, Region B. Significant changes are: black port hand buoys to green; black and white vertically striped buoys to red and white vertically striped buoys; and lateral lights from white to red or green as appropriate. Changes in aids to navigation will be announced in the National Geospatial-Intelligence Agency weekly Notice to Mariners and the U.S. Coast Guard Local Notice to Mariners.

## ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AEPO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N run	Rot rotating
B black	Is isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VO very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(2) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.

(2) Rocks that cover and uncover, with heights in feet above datum of soundings.



# SOUNDINGS IN FEET

25681

66° 48'

COLREGS, 80.738a (see note A)  
International Regulations for Preventing Collisions at Sea, 1972.  
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

## ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
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Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

## Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

## Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.  
(22) Rocks that cover and uncover, with heights in feet above datum of soundings.

## HEIGHTS

Heights in feet above Mean High Water.

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.

## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

## SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for important supplemental information.

## CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

## NOTE B

### CAUTION

Mariners are warned not to navigate through the passage between Cayo Palomas and Cayo Maria Larga because of the many dangerous coral heads and reefs existing in this area.

STACK

18° 00'

Joins page 10

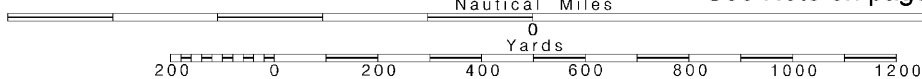
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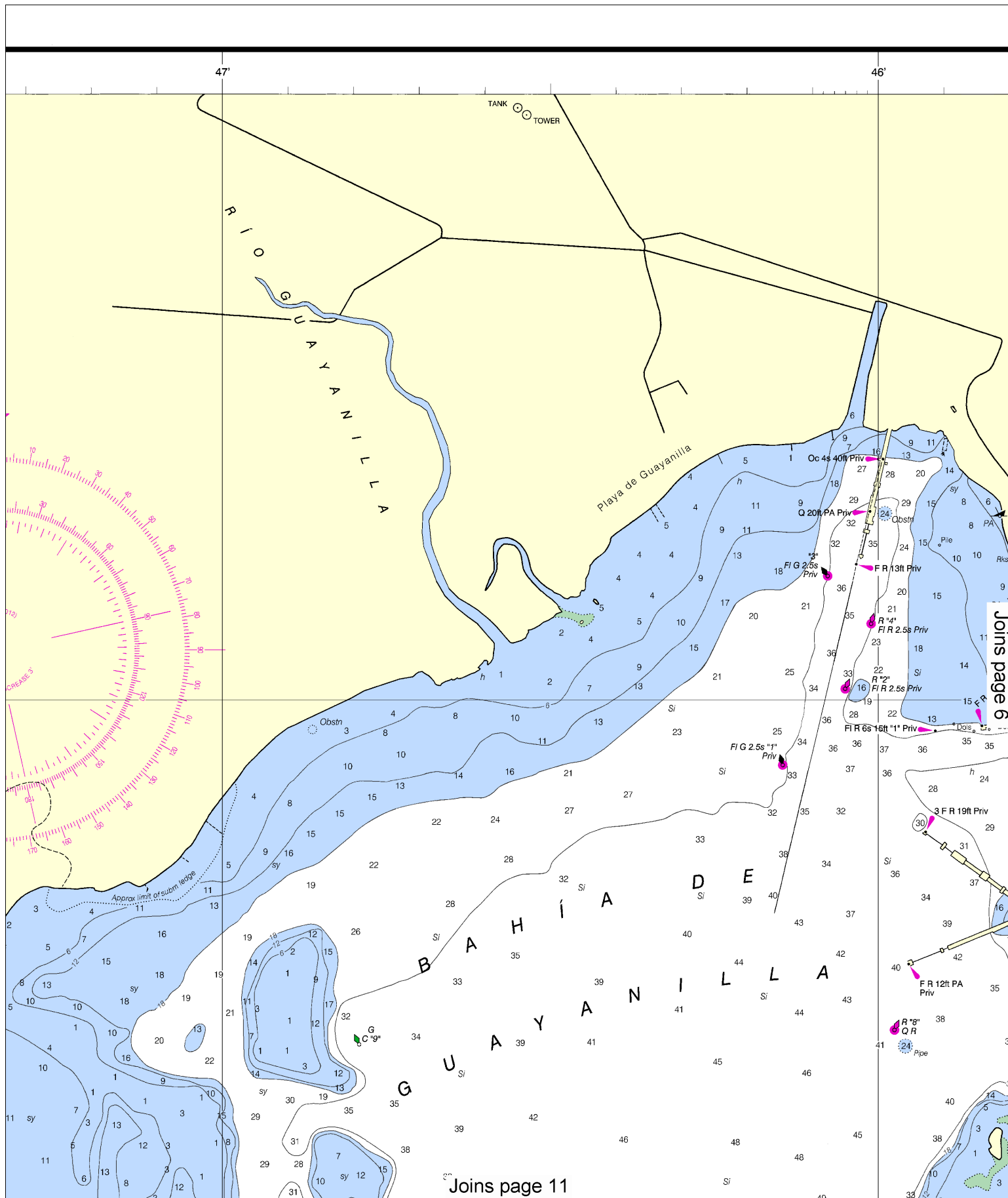
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

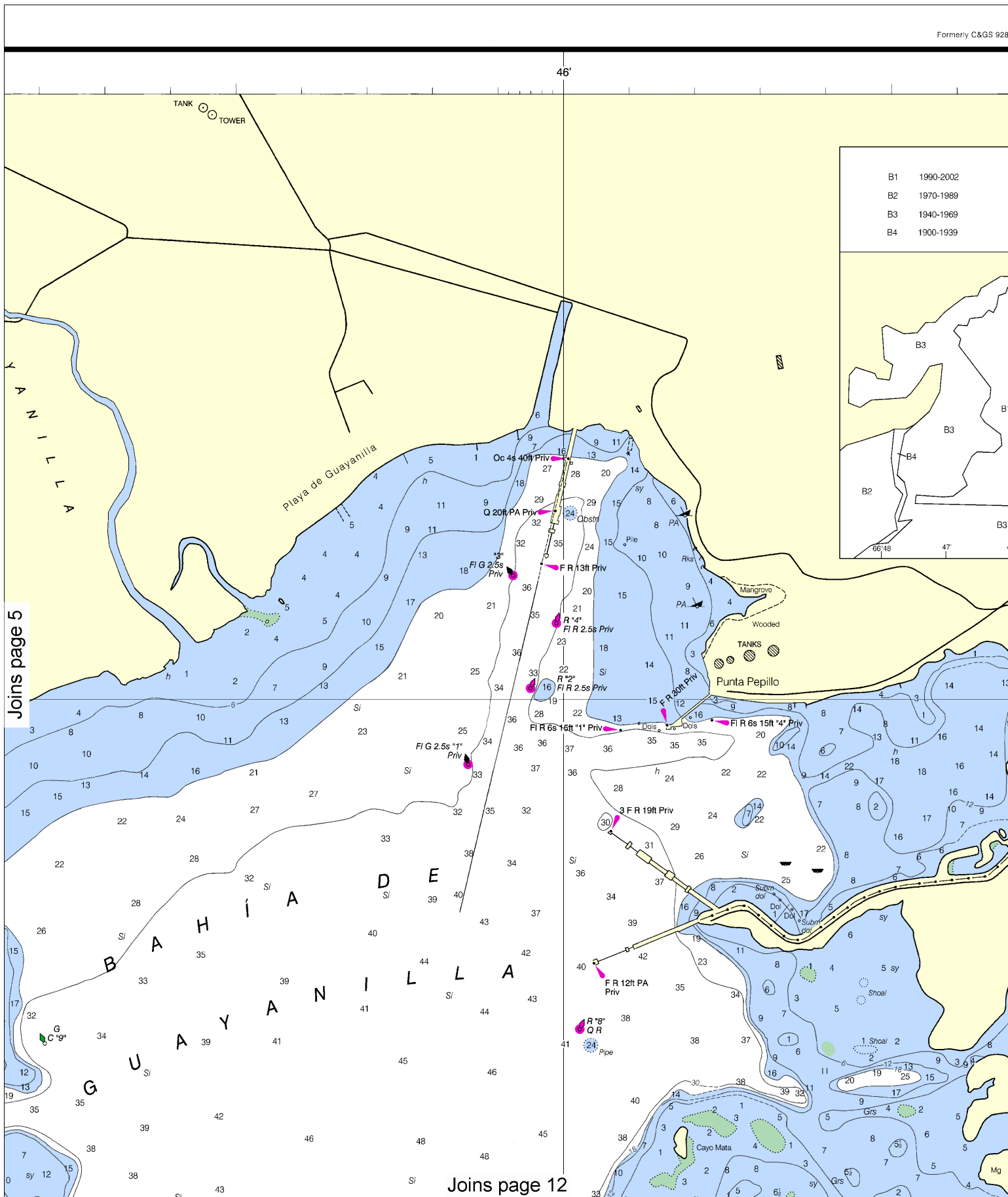
SCALE 1:10,000

See Note on page 5.





This BookletChart was reduced to 75% of the original chart scale.  
The new scale is 1:13333. Barscales have also been reduced and  
are accurate when used to measure distances in this BookletChart.



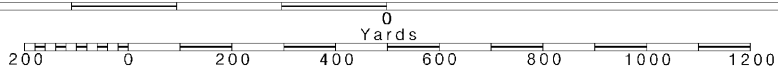
6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:10,000  
Nautical Miles

See Note on page 5.



66° 45'

44'

## SOURCE

NOS Surveys	partial bottom coverage
NOS Surveys	partial bottom coverage
NOS Surveys	partial bottom coverage
NOS Surveys	partial bottom coverage

## SOURCE DIAGRAM

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## CAUTION

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Mariners are advised that authorized aids to navigation are being changed to conform to maritime standards of the International Association of Lighthouse Authorities Maritime Buoyage System, Region B. Significant changes are: black port hand buoys to green; black and white vertically striped buoys to red and white vertically striped buoys; and lateral lights from white to red or green as appropriate. Changes in aids to navigation will be announced in the National Geospatial-Intelligence Agency weekly Notice to Mariners and the U.S. Coast Guard Local Notice to Mariners.

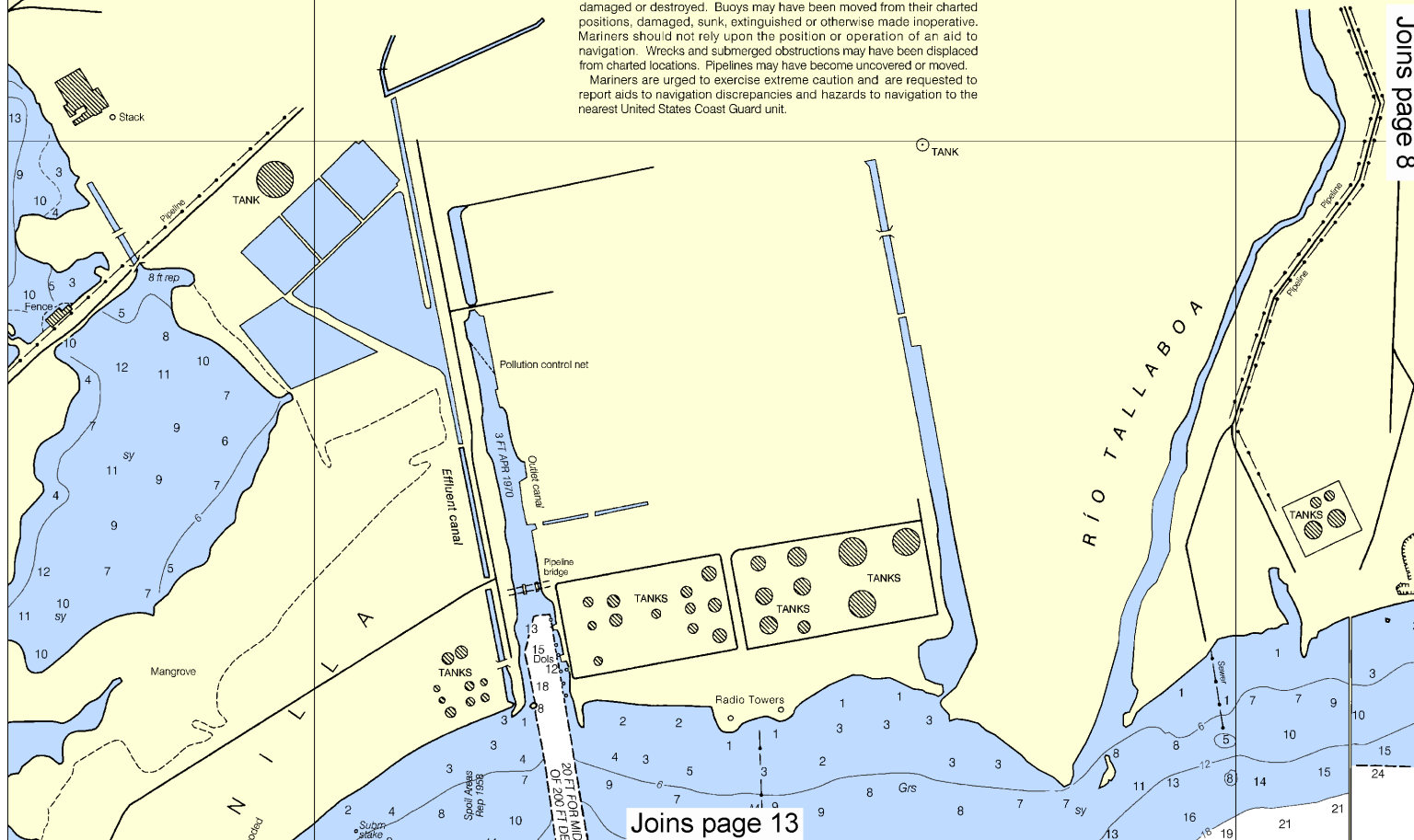
TOWER  
R LtsTOWER  
R Lts

## HURRICANES AND TROPICAL STORMS

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Joins page 8

Joins page 13

# SOURCE DIAGRAM

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TOWER  
R Lts

TOWER  
R Lts

## HURRICANES AND TROPICAL STORMS

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## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

## NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.

Refer to charted regulation section numbers.

## POLLUTION REPORTS

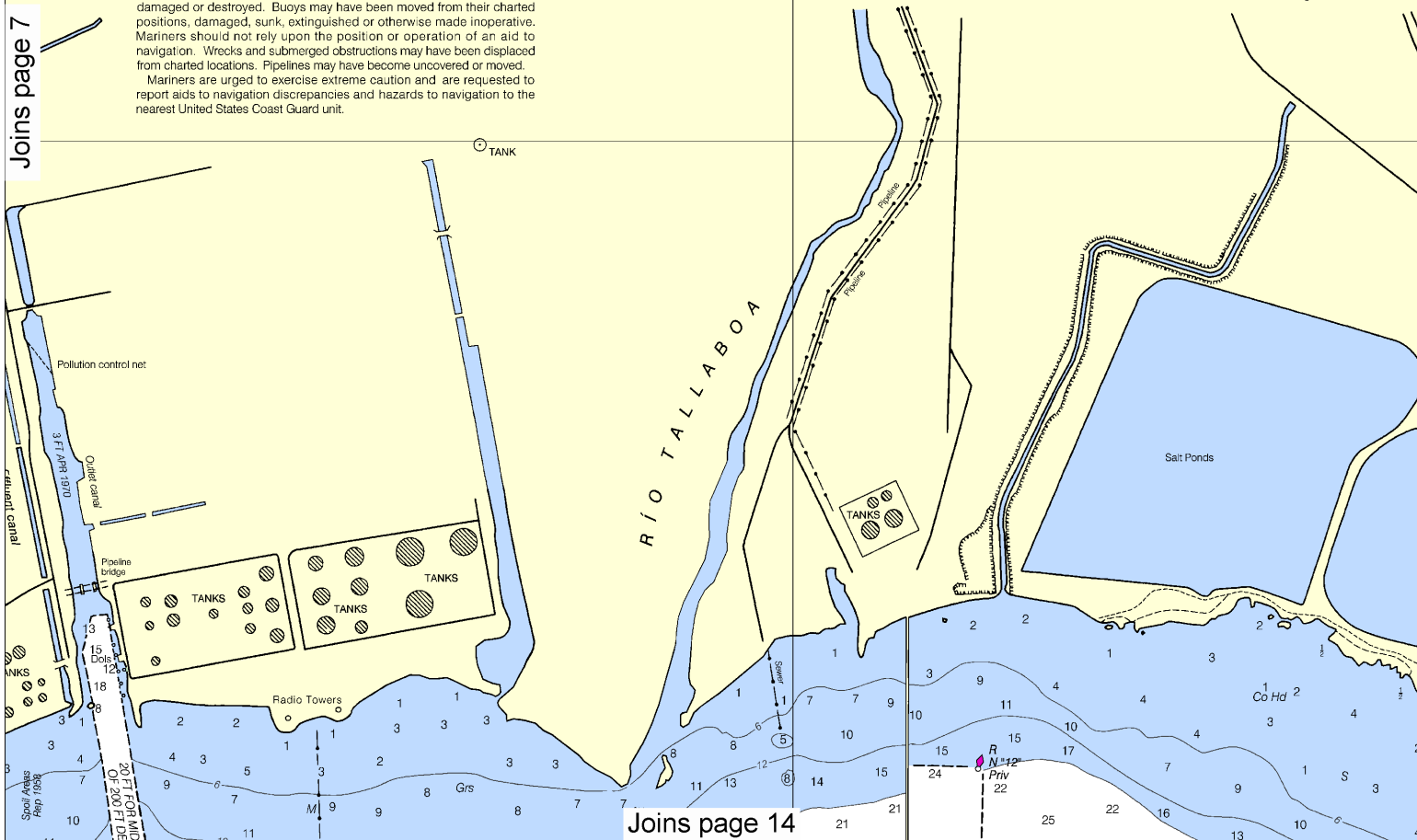
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

## TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of s	
		Mean Higher High Water	Mean High Water
Penuelas	(17°58'N/66°46'W)	feet 0.7	feet 0.7

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov> (Nov 2011)

Joins page 7



Joins page 14

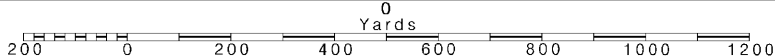
8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:10,000  
Nautical Miles

See Note on page 5.





43'

18°00'52.9"N  
69°10'24.8"W

THE NATION'S CHARTMAKER SINCE 1807

## WEST INDIES

## PUERTO RICO - SOUTH COAST

# BAHÍA DE GUAYANILLA AND BAHÍA DE TALLABOA

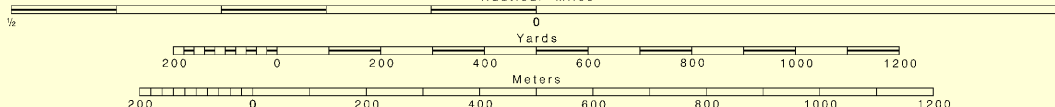
Mercator Projection  
Scale 1:10,000 at Lat 17° 59'

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

SCALE 1:10,000

Nautical Miles

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

Soundings (MLLW)	
Mean	Low Water
feet	feet
0.0	0.0

Real-time water levels, currents, [noaa.gov](http://noaa.gov).

Tallaboa

## RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the Puerto Rico Datum must be corrected an average of 7.122" southward and 1.371" eastward to agree with this chart.

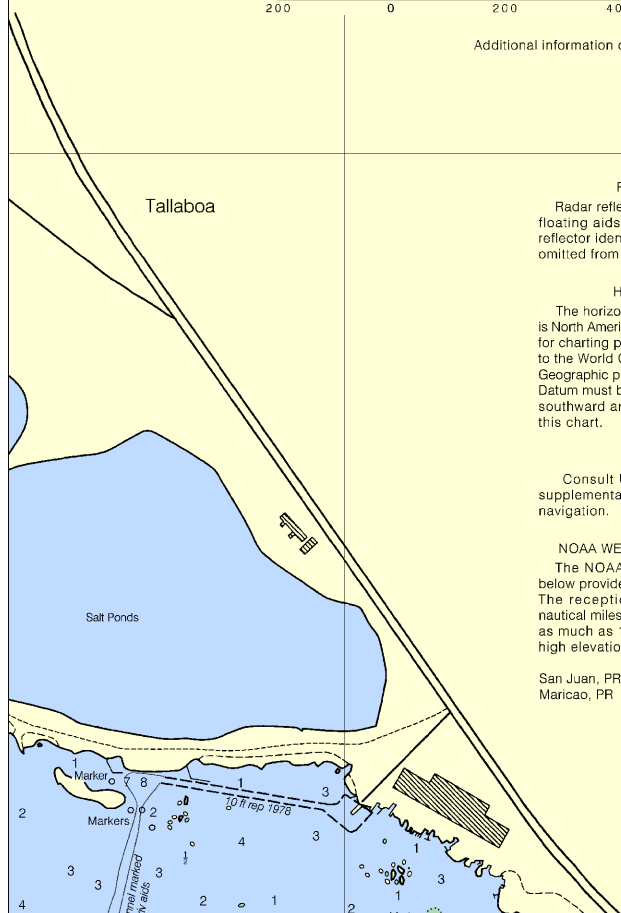
## AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

## NOAA WEATHER RADIO BROADCASTS

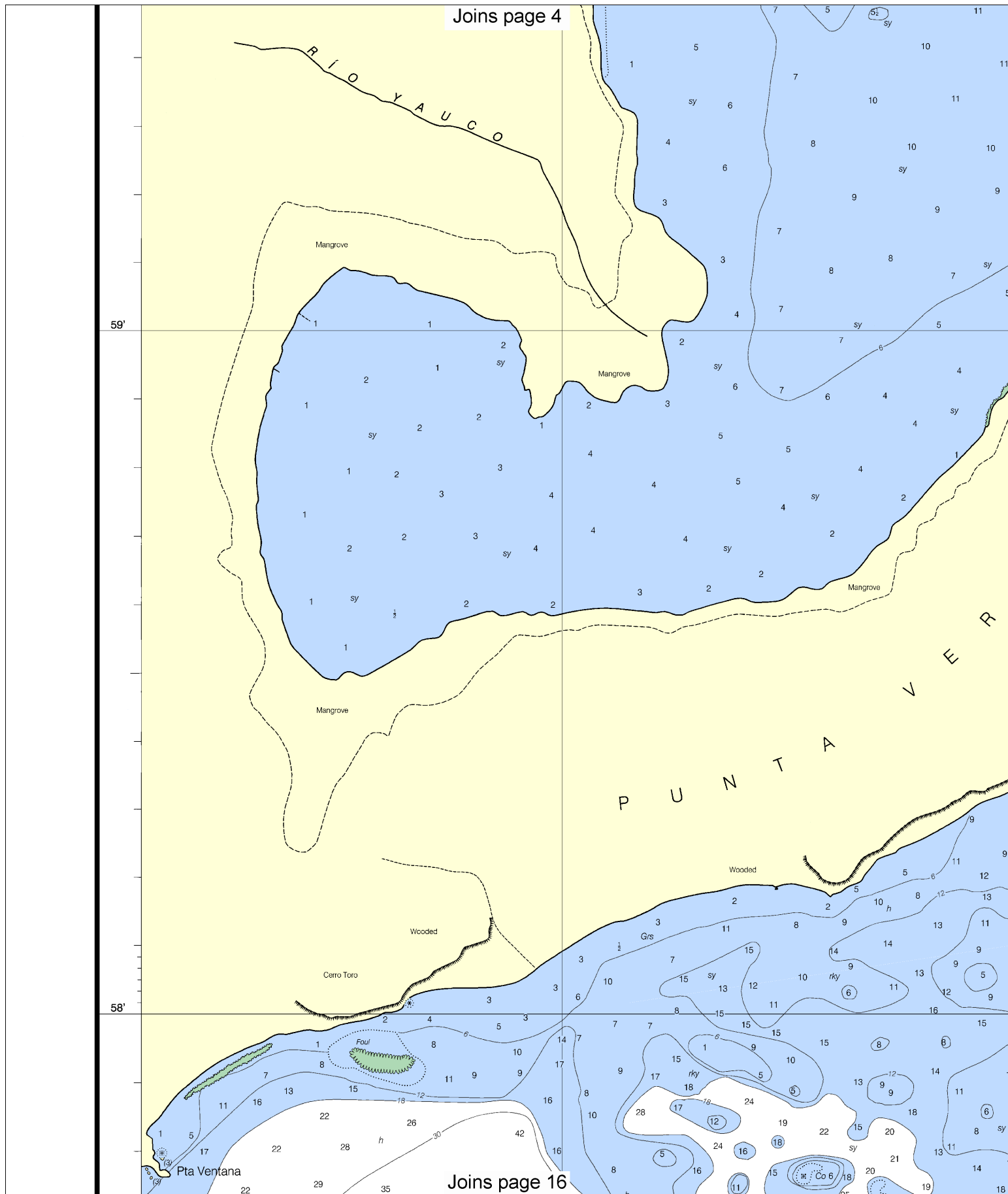
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

San Juan, PR	WXJ-69	162.400 MHz
Maricao, PR	WXJ-68	162.550 MHz



Joins page 15

18°  
00'



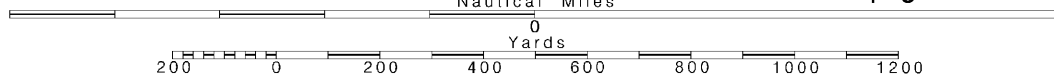
10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:10,000  
Nautical Miles

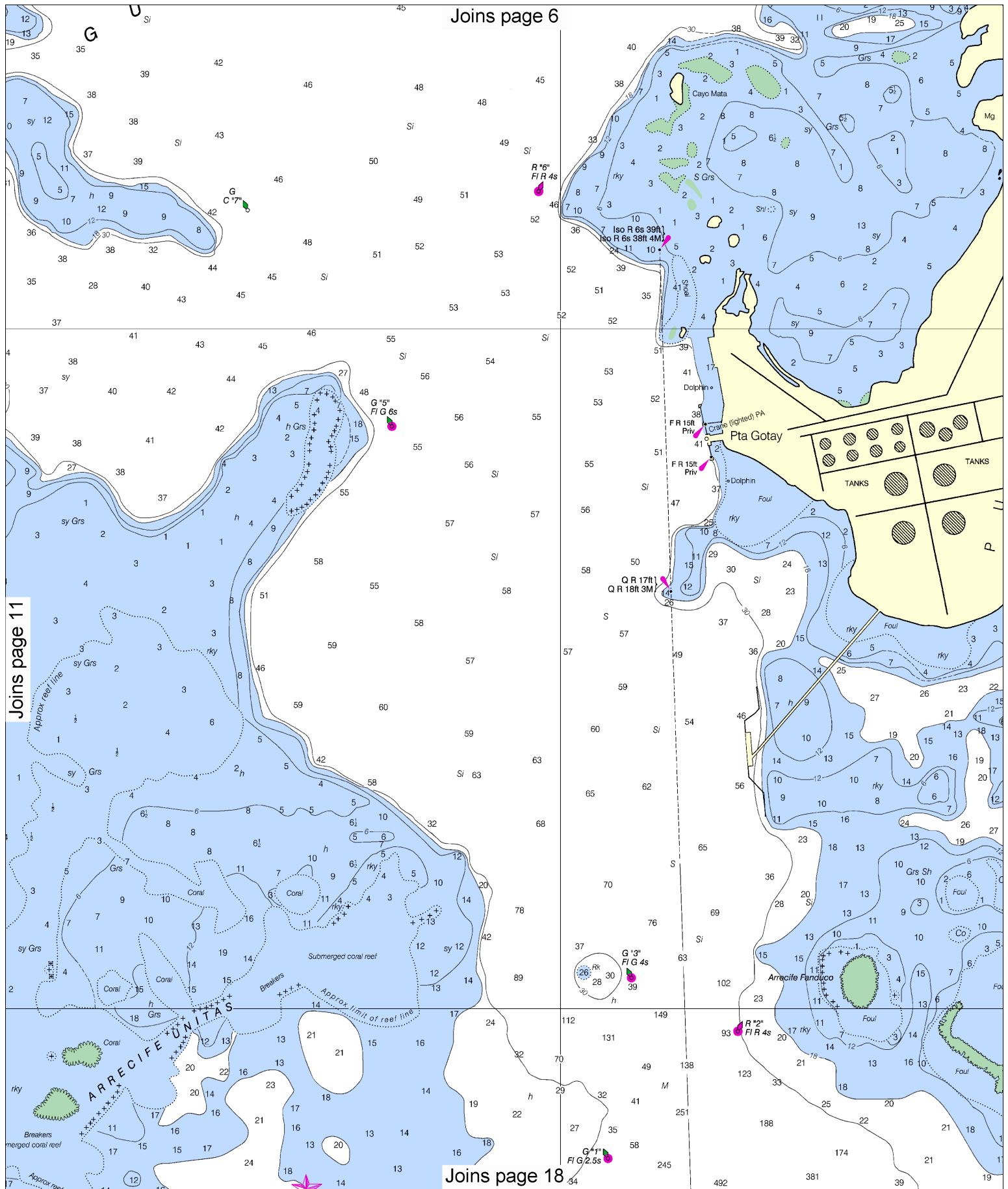
See Note on page 5.



Joins page 5

Joins page 12

Joins page 17<sup>24</sup>



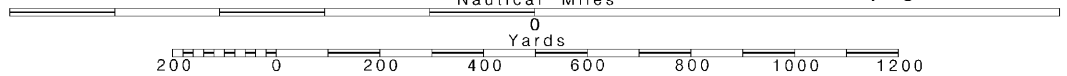
12

Note: Chart grid lines are aligned with true north.

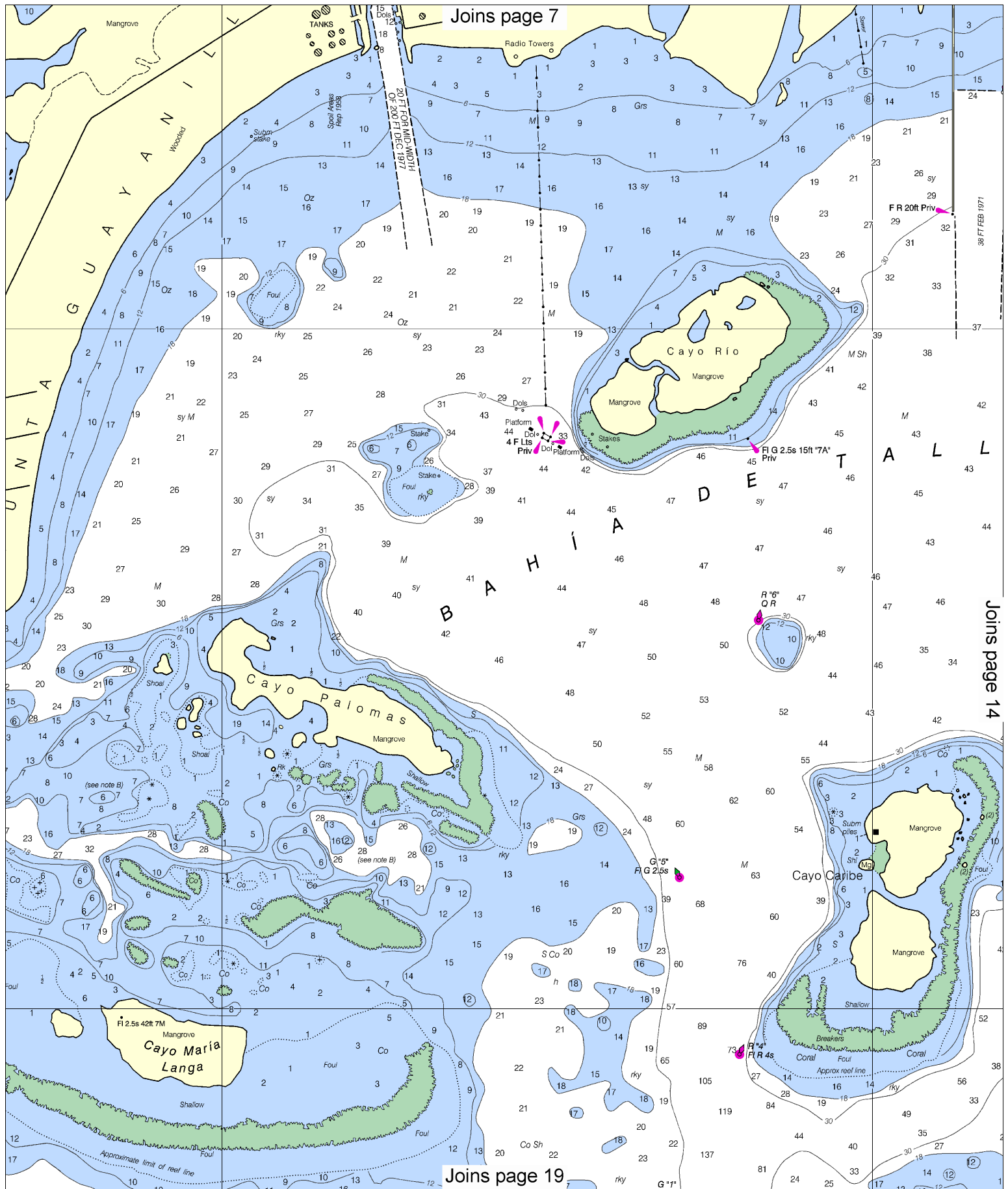
Printed at reduced scale.

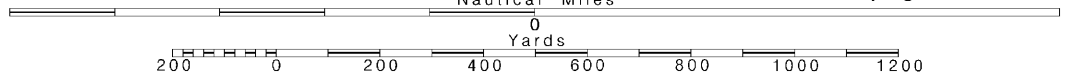
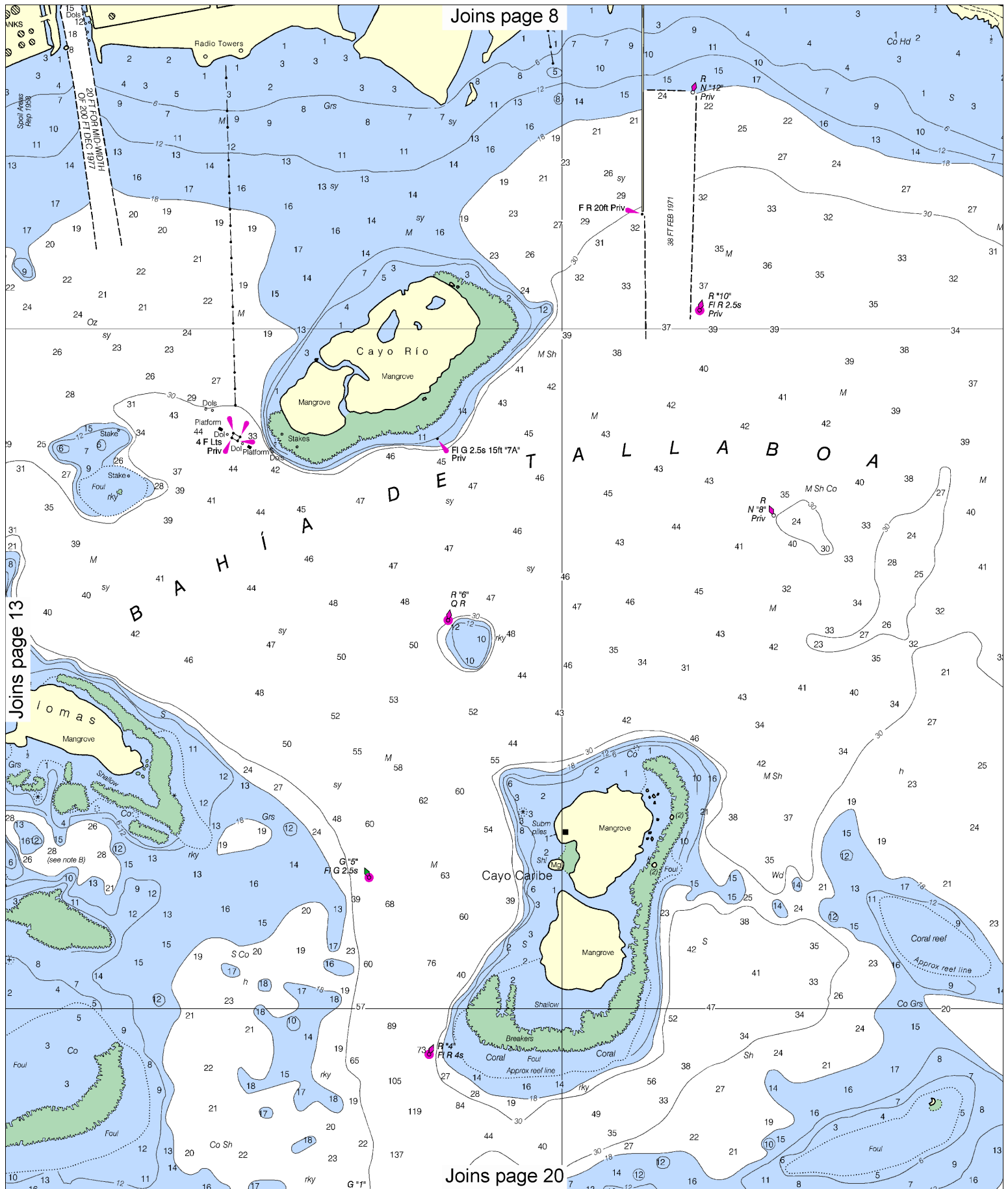
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See Note on page 5.

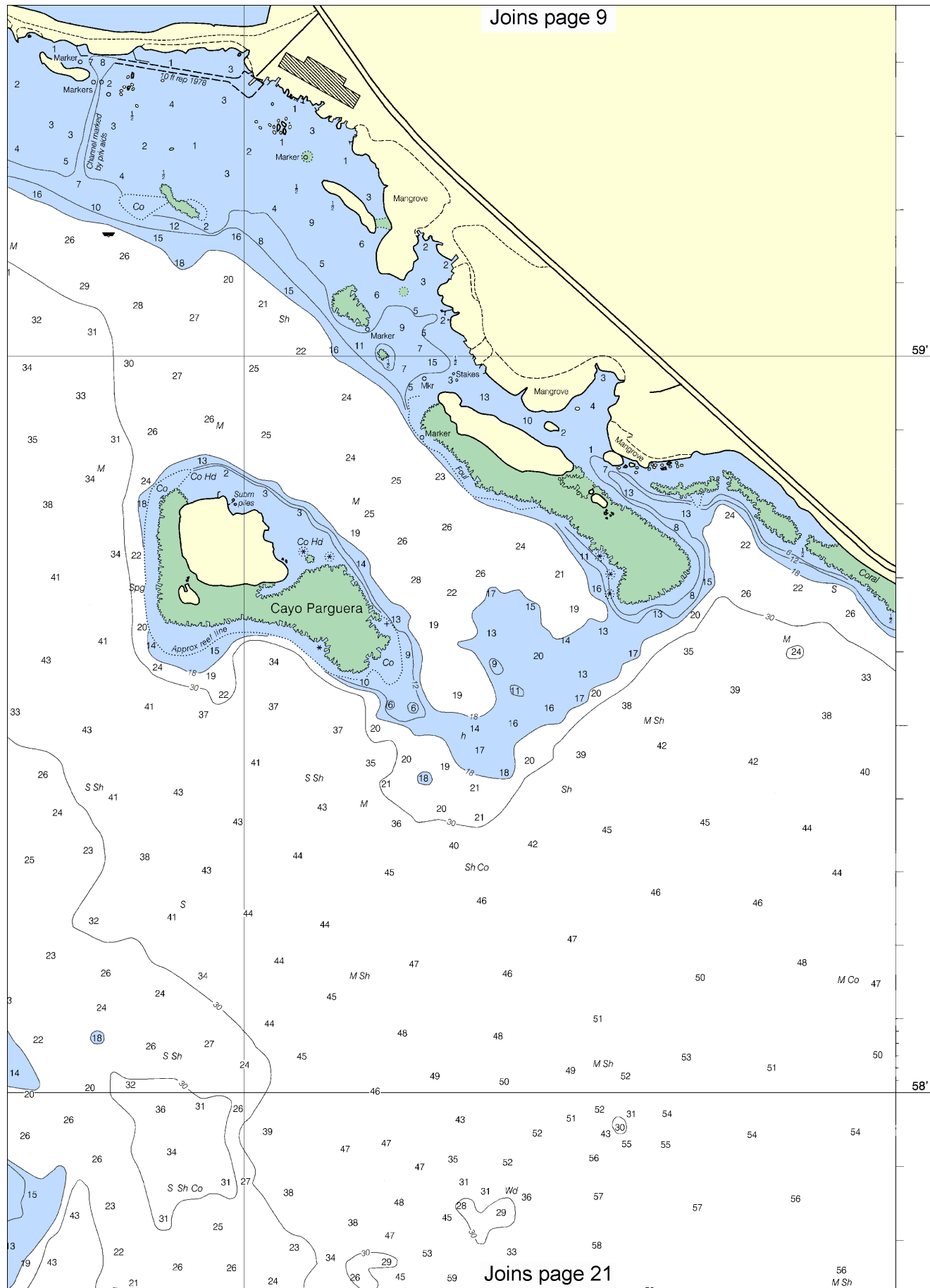








Joins page 9



Joins page 21

CONTINUED ON CHART 25677

17° 57'

66° 48'

18th Ed., Dec./11 ■ Corrected through NM Dec. 17/11  
 25681 Corrected through LNM Dec. 6/11

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

This nautical chart has been designed to provide information for the U.S. Coast Guard and the U.S. Navy. The U.S. Coast Guard encourages users to submit corrections to this chart to the Chief, Marine Chart Division, NOAA, Silver Spring, Maryland 20910-3.

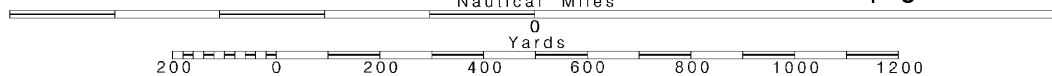
16

Note: Chart grid lines are aligned with true north.

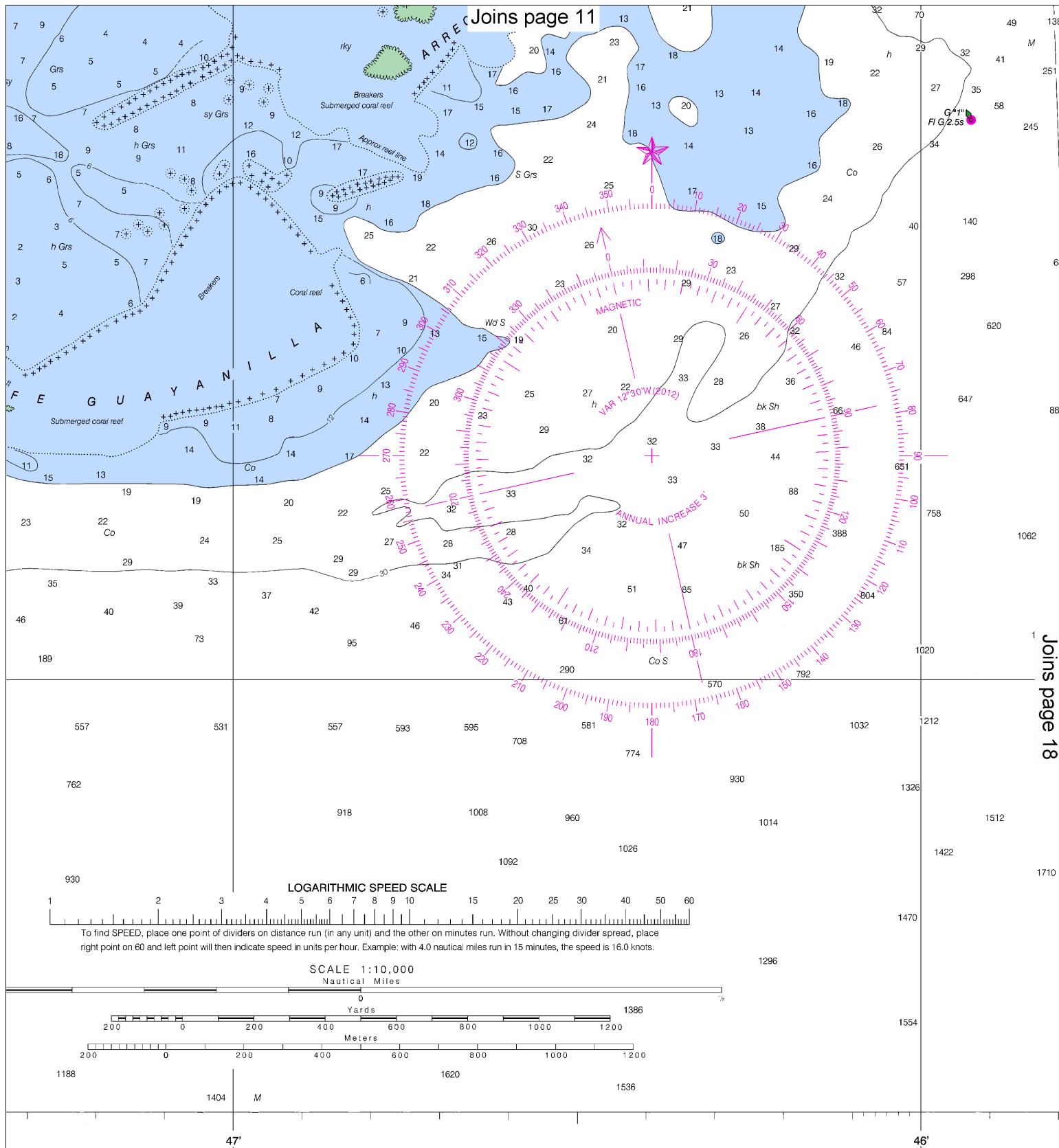
Printed at reduced scale.

SCALE 1:10,000  
 Nautical Miles

See Note on page 5.

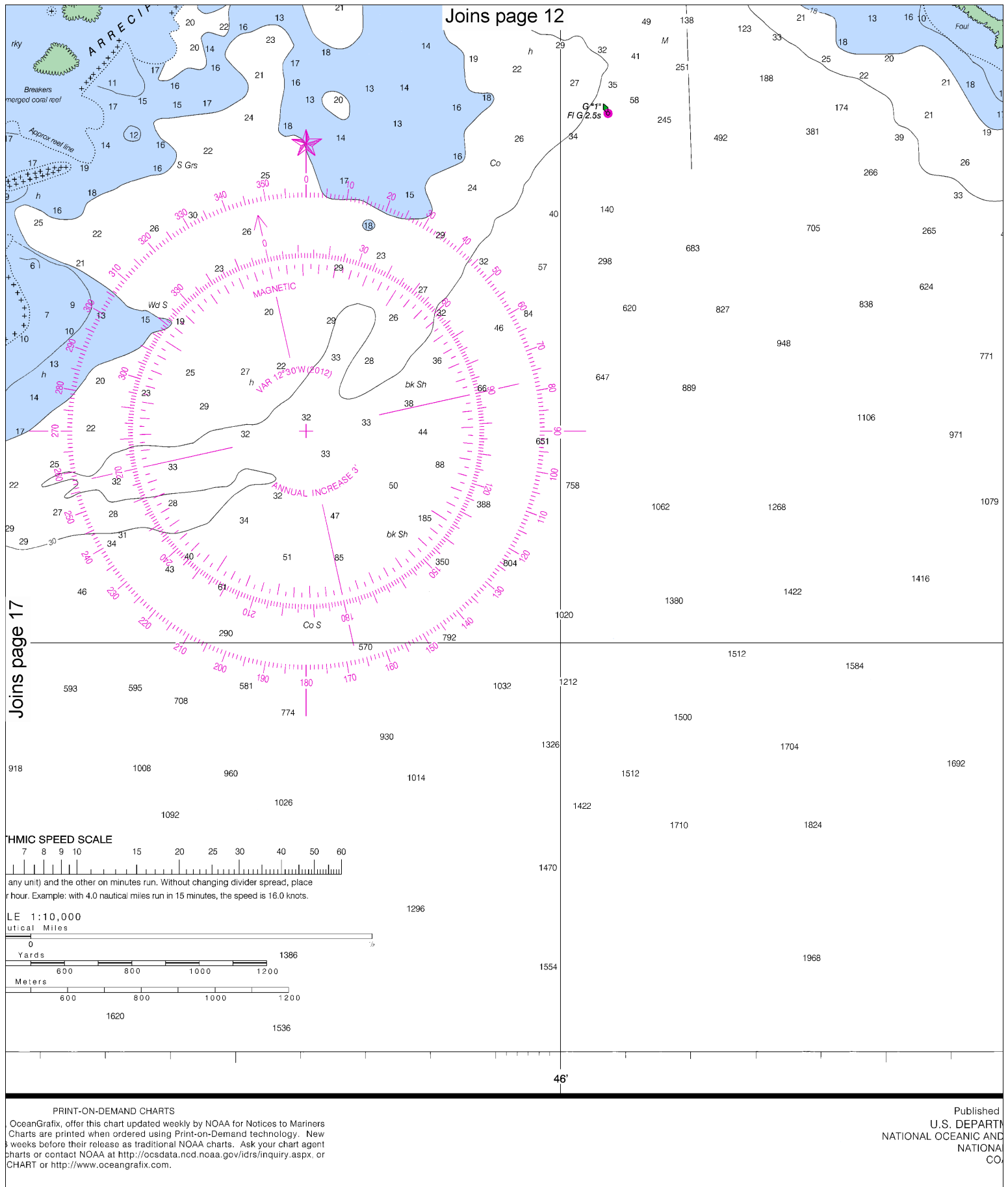




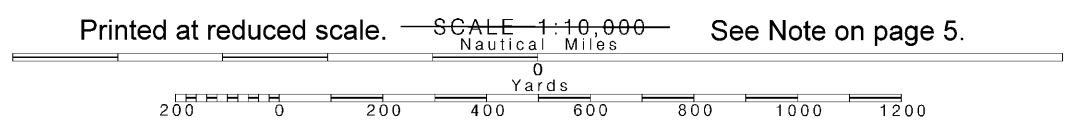


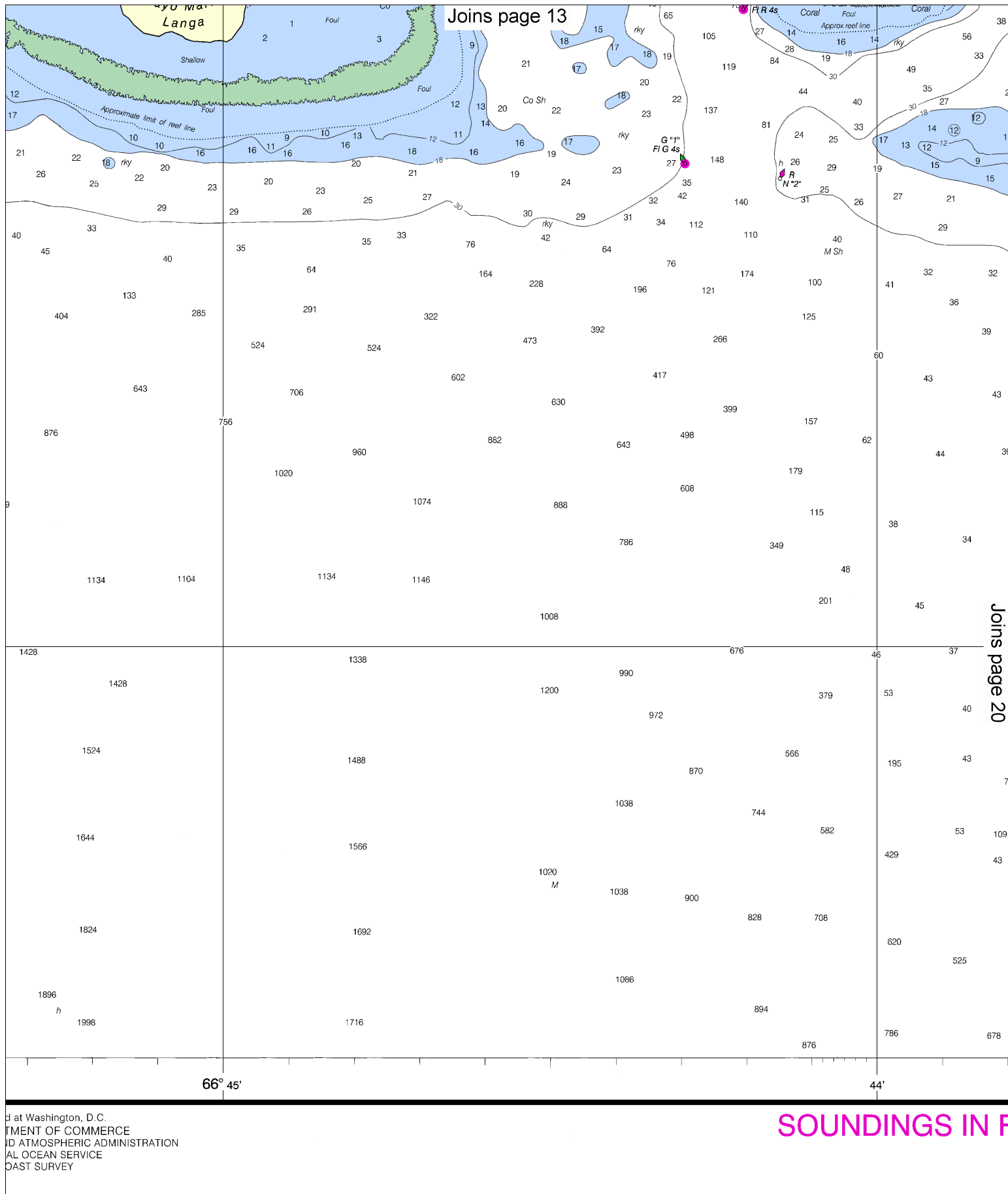
promote safe navigation. The National  
 editions, additions, or comments for  
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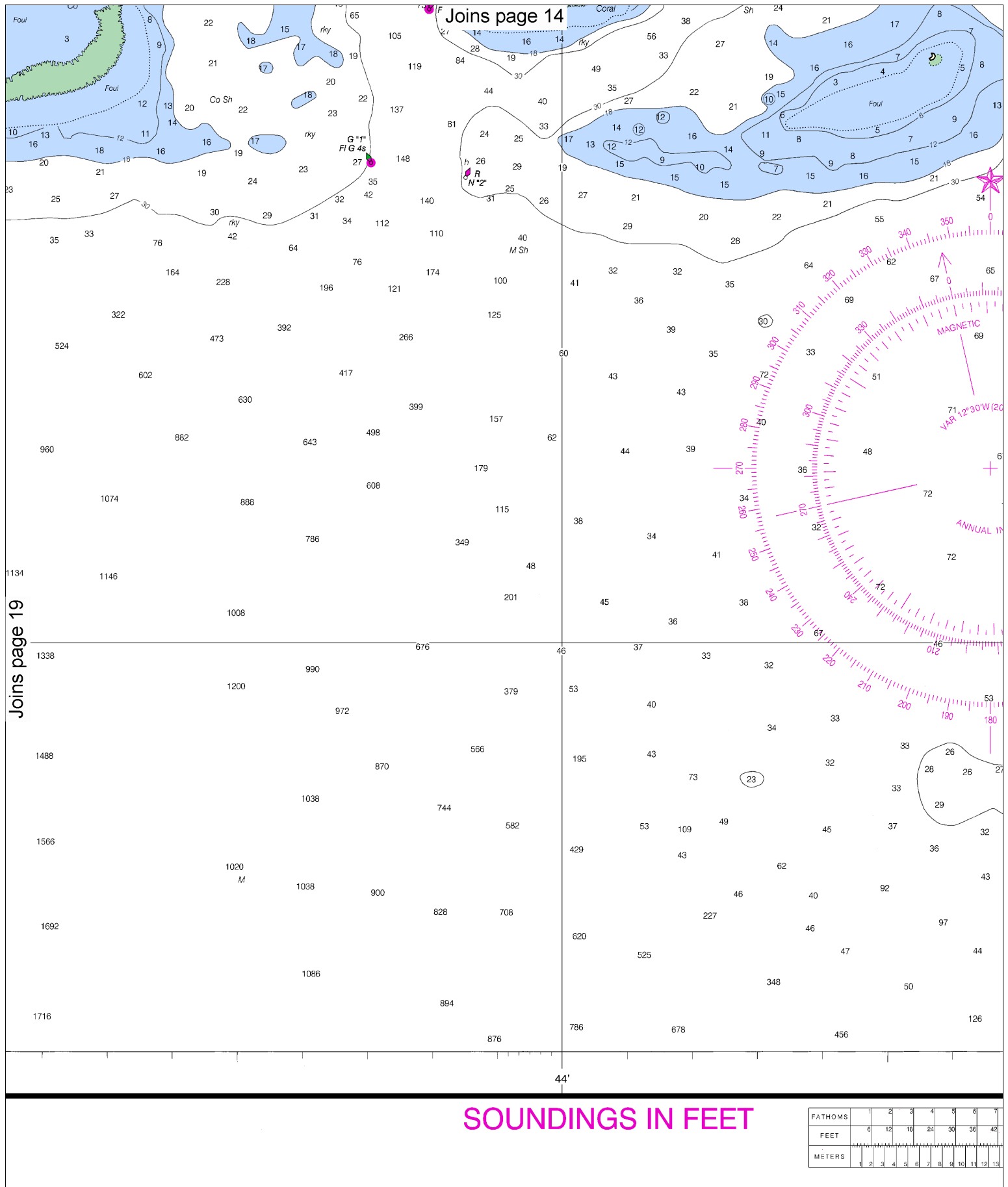
Note: Chart grid lines are aligned with true north.





United States Coast and Geodetic Survey  
Department of Commerce  
National Ocean Service  
Hydrographic Survey

SOUNDINGS IN F



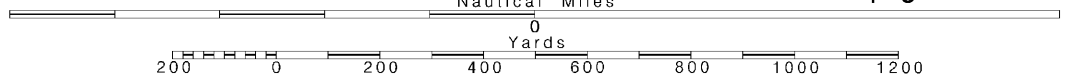
**20**

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:10,000  
Nautical Miles

See Note on page 5.





CONTINUED ON CHART 25677

17°  
57'

43'

824.8 X 1159.5 mm

Bahía de Guayanilla and Bahía de Tallaboa  
SOUNDINGS IN FEET - SCALE 1:10,000

25681



ED. NO. 18



NSN 7642014012078  
NGA REFERENCE NO. 25XHA25681



## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

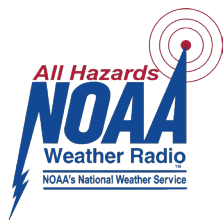
**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

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NOAA's Office of Coast Survey



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